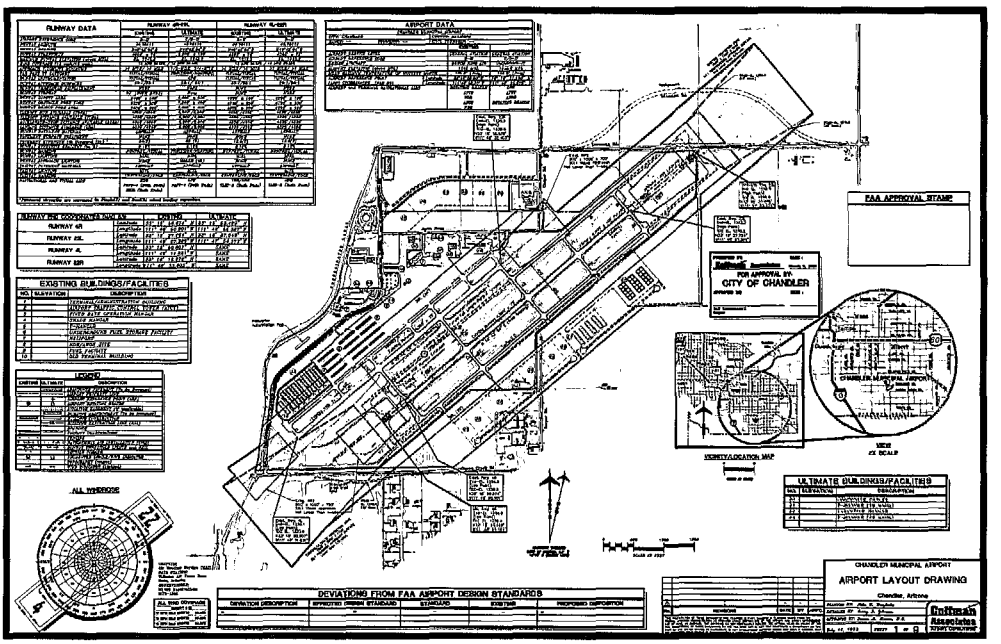
Chapter Five
AIRPORT PLANS

CHANDLER MUNICIPAL AIRPORT
AIRPORT MASTER PLAN

AIRPORT PLANS

CHANDLER MUNICIPAL AIRPORT



In the last chapter an evaluation was made of future options for airfield and terminal area development. This resulted in the selection of an alternative for future airport improvements that could accommodate previously identified requirements for airport facilities. The purpose of this chapter is to describe in narrative and graphic form, the recommended development throughout the planning period.

A set of plans, referred to as **Airport Layout Plans**, has been prepared to graphically depict the recommendations for airfield layout, disposition of obstructions, and future use of land in the vicinity of the airport. This set of plans include:

- Airport Layout Drawing
- Part 77 Airspace Plan
- Approach Zones Plan
- Runway Protection Zone Plans and Profiles
- Terminal Area Plan
- On-Airport Land Use Plan
- Airport Property Map

The airport layout plan set has been prepared on a computer-aided drafting system for future ease of use. The computerized plan set provides detailed information of existing and future facility layout on multiple layers that permit the user to focus in on any section of the airport at any desirable scale. The plan can be used as base information for design, and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys. The plan set is provided in 22-inch x 34-inch reproducible hard copy in accordance with current FAA standards.

DESIGN STANDARDS

Chandler Municipal Airport is currently identified as a general aviation airport which serves as a reliever to Phoenix Sky Harbor International Airport. FAA Advisory Circular 150/5300-15 Change 5, **Airport Design**, outlines recommended design standards for airports. These design standards are based upon the characteristics of the airplanes that the airport is expected to serve on a regular basis. Most critical to airport design are the weight, wingspan, and approach speed of the design aircraft. An airport's reference code (**ARC**) is based upon a combination of the aircraft approach category and the airplane design group (**ADG**).

Advisory Circulars published by the FAA have been used to provide general guidance in the overall planning effort. The guidance materials are designed to provide flexibility in application to ensure the safety, economy, and efficiency of the airport. In order to meet the needs of Chandler Municipal Airport, the design standards selected were based upon different categories of aircraft and their specific needs.

In previous chapters it was determined that Chandler Municipal Airport should be planned to ultimately accommodate the aircraft in ADG II and Approach Category C/D. This type of airport is planned and designed for use by aircraft with wingspans of 79 feet but less than 118 feet and with approach speeds of less than 121 knots. This category is capable of accommodating all general aviation business aircraft such as the Grumman Gulfstream III and IV. The design standards used for Chandler Municipal Airport and applicable to all future development, are summarized in **Table 5A**.

AIRPORT LAYOUT DRAWING

The Airport Layout Drawing **(ALD)** graphically presents the existing and ultimate airport layout. It depicts the recommended improvements which will enable the airport to meet forecast aviation demand. The ALP also shows areas of land acquisition to meet development standards and other requirements. The detailed airport and runway data are provided on the ALD to facilitate the interpretation of the master planning recommendation.

The Airport Layout Drawing **(Drawing No. 1)** shows a number of airport improvements associated with both the airfield and terminal area. The improvements in the terminal area are illustrated in more detail and in a larger scale on the Terminal Area Plan drawing and are discussed later in this chapter.

Currently, Runway 4L-22R is the primary runway with a length of 4,850 feet by 75 feet wide. This runway is planned to be extended to 6,800 feet long in order to accommodate corporate aircraft on a more regular basis. Also, the runway has been planned to be widened to 100 feet to accommodate FAA design criteria for ARC D-II.

TABLE 5A
Airfield Planning Design Standards (Ultimate)
Chandler Municipal Airport

	Runway 4R-22L		Runway 4L-22R
DESIGN STANDARDS			
Airport Reference Code (ARC)	D-II		B-II
Runways			
Length (ft.)	6,800		4,300
Width (ft.)	100		75
Pavement Strength (lbs.)	60,000 DWL		12,500 SWL
Shoulder Width (ft.)	10		10
Runway Safety Area			
Width (feet)	520		150
Length Beyond Runway End (ft.)	1,000		1,000
Object Free Area			
Width (ft.)	800		500
Length Beyond Runway End (ft.)	1,000		300
Obstacle Free Zone			
Width (ft.)	400		400
Length Beyond Runway End (ft.)	200		200
Taxiways			
Width (ft.)	35		35
OFA (ft.)	131		131
Centerline to Fixed or Movable Object (ft.)	66		66
Runway Centerline to:			
Parallel Taxiway Centerline (ft.)	400		300
Aircraft Parking Area (ft.)	500		250
Building Restriction Line (ft.)			
20 ft. Height Clearance	640		390
35 ft. Height Clearance	745		495
Runway Protection Zones	4R	22L	
Inner Width (ft.)	1,000	1,000	500
Outer Width (ft.)	1,750	1,510	700
Length (ft.)	2,500	1,700	1,010
Approach Slope	50:1	34:1	20:1

Currently, Runway 4L-22R has a pavement strength rating of 30,000 pounds single wheel loading (SWL). Initial analysis of future pavement strength requirements for these aircraft indicate a need for the runway to provide at least 60,000 pounds DWL. This will allow the runway to serve aircraft up to the G-IV on a regular basis. The airport layout plan depicts parallel taxiway Bravo and Charlie extended the full length of Runway 4R-22L which will provide increased

operational safety and efficiency to taxiing aircraft.

Currently, Runway 4R is served by a nondirectional beacon (NDB) approach. It is expected that the NDB approach will ultimately phased out by the FAA and replaced with a GPS approach. The transition to a GPS precision approach will not require the implementation of additional equipment because the approach is guided by satellites. Future plans call for a GPS approach to Runway 4R which will provide Category I minimums (200 foot cloud ceilings and one-half mile visibility). For the runway to be served by a Category I GPS approach, a medium intensity approach lighting system with runway alignment lights (MALSR) serving the runway will be required. Runway 22L has been planned for a GPS approach providing greater than three-quarters of a mile visibility.

Parallel Runway 4L-22R is 4,395 feet long by 75 feet wide. Analysis conducted in **Chapter Three** indicated that the current length and width of Runway 4L-22R would be adequate to serve all aircraft within ARC B-II. Also, the current pavement strength rating of Runway 4L-22R is 30,000 single wheel loading (SWL). Because Runway 4L-22R will be primarily utilized for small aircraft, the current strength will be adequate as well. Runway 4L-22R has been planned for GPS approaches providing greater than one mile visibility minimums.

TERMINAL AREA PLANS

The Terminal Area Plan **(Drawing No. 2)** represents the selected development configuration. The construction of a terminal access roadway system is proposed to the north end of the present terminal area. This roadway is planned to serve the corporate aviation parcels lined along the south side of the road and to provide a direct route from the airport and Cooper Road to the proposed interchange of the SANTAN Freeway approximately one mile north. The current terminal building and FBO's will still be directly served by Ryan Road. The expansion of the existing terminal area to the north around Ryan Road will provide for additional aircraft parking apron, corporate hangars, and development of aviation related businesses. Ultimate development of apron and aviation related corporate parcels on the south side of the runway is also depicted.

The development of additional aircraft storage hangar space is shown on the terminal area plan. As also depicted on the ALP, development of additional T-hangars are proposed west of the existing T-hangar facilities is depicted on the Terminal Area Plan. Ultimate T-hangar requirements are met with the proposed facilities illustrated on the southeast side of the airport. Executive box hangars providing more space than nested T-hangar units are depicted on the southeast side of the airport as well.

Also depicted is the proposed heliport. Thorough study of noise impacts of the existing heliport indicated a benefit of relocating the heliport to the southeastern portion of the airport.

PART 77 AIRSPACE PLAN

The airspace plan for Chandler Municipal Airport is based on Federal Aviation Regulation (F.A.R.) Part 77, **Objects Effecting Navigable Airspace.** In order to protect the airspace and approaches to each runway from hazards which would effect the safe and efficient operation of the airport, federal criteria has been established (F.A.R. Part 77) for use by local planning and land use jurisdictions to control the height of objects in the vicinity of the airport.

The FAR Part 77 **(Drawing No. 3)** Airspace Plan drawing is also used to indicate obstructions which are located within the imaginary surfaces applicable to Chandler Municipal Airport. The Part 77 Airspace Plan assigns three-dimensional imaginary areas to each runway. These imaginary surfaces emanate from the runway centerline and are dimensioned to protect approaching and departing aircraft from the potential hazard of obstructions.

The plan depicts the critical surfaces for a GPS approach to Runway 4R providing Category I minimums (one-half mile visibility and 200 foot cloud ceilings). Runway 22L has been planned for a GPS approach providing greater than three-quarters of a mile visibility. Parallel Runway 4L-22R has been planned for GPS approaches with greater than one mile visibility. The Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Part 77 imaginary surfaces are described in the following paragraphs.

Primary Surface

The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end and its width is determined by the approach minimums established for that runway end and/or the aircraft utilizing the runway on a regular basis. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. Due to planned Category I and not lower than three-quarters of a mile GPS approaches, the primary surface for Runway 4R-22L is 1,000 feet wide. For parallel Runway 4L-22R, the primary surface will be 500 feet wide due to the existing/planned approaches providing greater than one mile visibility.

Situated adjacent to the runway and taxiway system, the primary surface must remain clear of unnecessary objects in order to allow unobstructed passage of aircraft. Within the primary surface, objects are only permitted if they are no taller than two feet above the ground and if they are constructed on frangible (breakaway) fixtures. The only exception to the two-foot height requirement is for objects whose location is fixed by function. Windcones, glide slope antennae and equipment shelters are examples of such objects within the category of "fixed by function".

Approach Surface

An approach surface is also established for each runway. The approach surface begins at the same width as the primary surface and extends upward and outward from the primary surface end centered along an extended runway centerline. The upward slope and length of the approach surface are again determined by the type of approach (existing and/or planned) to the runway end. For Runway 4R-22L, a precision approach surface is shown. For Runway 4L-22R a nonprecision approach surface is shown. These approach surfaces are more fully described within the section regarding Runway Approach Zone Plans and Profiles.

Transitional Surface

Each runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The transitional surface also connects with the approach surfaces of each runway. The surface rises at a slope of 7 to 1 up to a height which is 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface

The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 10,000 feet from the primary surfaces of each runway. At Chandler Municipal Airport, the horizontal surface will be at an elevation of 1,395 feet above mean sea level (MSL). Analysis of existing terrain data indicates that there are no obstructions to the horizontal surface.

Conical Surface

The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20 to 1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation (1,595 feet MSL).

APPROACH ZONES PROFILES

The Approach Zones Profiles (**Drawing No. 4**) is a profile representation of the approach surfaces of each runway. The drawing depicts the physical features in the vicinity of each runway, including topographic changes, roadways, drainage ditches, and trees. The dimensions and angles of approach surfaces are a function of the runway service category and the approach classification.

The approach for Runway 4R is a precision instrument approach requiring a 50 to 1 slope beginning 200 feet from the end of the runway to a distance of 50,000 feet. The approach to Runway 22L is a non-precision approach requiring a 34 to 1 slope beginning 200 feet from the end of the

runway landing threshold to a distance of 10,000 feet.

RUNWAY PROTECTION ZONE PLANS AND PROFILES

The Runway Protection Zones (RPZ) are depicted on **Drawing Nos. 5, 6, and 7.** These drawings consist of a large scale plan and profile view of the inner portion of the runway approach surfaces. This plan facilitates identification of obstructions, roadways, and buildings that lie within the confines of the critical approach area located off the end of each runway.

As depicted on the plans, the airport property boundaries and avigation easements encompass all of the runway protection zones. The approach to Runway 4R features the largest protection zone because of the low visibility minimums provided by this approach. The protection zone for Runway 4R has in inner width of 1,000 feet, an outer width of 1,750 feet, and an overall length measuring 2,500 feet while maintaining clearances for a 50 to 1 approach slope ratio. To provide for greater than three-quarters of a mile approach and a 34 to 1 approach slope, Runway 22L has a protection zone inner width of 1,000 feet, an outer width of 1,510 feet, and an overall length of 1,700 feet. Runways 4L and 22R have greater than one mile visibility for ARC B-II aircraft RPZ's which have an inner width of 500 feet, an outer width of 700 feet, and a length of 1,000 feet while maintaining approach clearances for a 20 to 1 approach slope.

The protection zone for Runway 22R is completely within airport property. An avigation easement could aid in controlling the Runway 4L protection zone if fee simple acquisition of this land is not feasible. Fee simple purchases of approximately 45 and 41 acres, respectively are recommended to effectively control airspace obstructions within the Runway 4R and 22L protection zones. Also, the installation of a MALSR on Runway 4R would require the airport to retain absolute control of a 400 foot wide by 2,600 feet long parcel of land beginning at the end of the runway. Property acquisition for the RPZ would provide adequate coverage for the implementation of a MALSR on Runway 4R.

ON-AIRPORT LAND USE PLAN

The objective of the Airport Land Use Plan (**Drawing No. 8***)* is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. On-airport land use planning is important for orderly development and efficient use of available space.

The objective of the Airport Land Use Plan is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for the orderly development and efficient use of available space.

There are two primary considerations for airport land use planning. These are, first, to secure those areas essential to the safe and efficient operation of the airport; and, second, to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community. The plan depicts the recommendations for ultimate land use development on the airport. When development is proposed it should be directed to the appropriate land use area depicted on this plan.

Four land use categories have been identified which include airport operations area, general aviation areas, commercial/industrial aviation related, and open space. These categories are discussed in the following subsections.

Airport Operations Area (AO) - The airfield operations area is the most critical category of land use since is includes all areas necessary for the safe operation on the airside of the airport. The included items are runway and taxiway safety areas, runway approach surfaces, and navaid critical areas. At the airport, this includes the existing runways, taxiways, and areas within the runway primary surfaces.

Commercial/Industrial Aviation Related (C-I) - These areas provide space for aviation related business development with direct airfield access. Two areas, one on the north and one on the south side of the airfield have been planned for this use. The south area also provides for taxiway access to areas south of airport property.

General Aviation **(GA)** - The general aviation area consists of facilities which provide for general aviation fueling, maintenance, and aircraft parking. The existing terminal area is located along the north central portion of the airfield. General aviation activity and development is planned to remain and ultimately be expanded north and south of its present location. Two areas have been identified for T-hangar and corporate hangar development.

Open Space (OS) - This area is to remain free of development. Primary use of this space is either left open or for agricultural uses. Open space areas have been planned within the runway protection zones and undevelopable spaces on the airport.

AIRPORT PROPERTY MAP

The primary purpose of the Airport Property Plan (**Drawing No. 9**) is to provide information analyzing the current and future aeronautical use of land acquired with Federal funds. Existing and future airport features (i.e. runways, taxiways, aprons, runway protection zones, hangars, terminal facilities, etc.) are depicted which indicate the aeronautical need for existing and future property limits. The plan indicates how various tracts of land were acquired (i.e. Federal funds, surplus property, local funds only, etc.). Also shown on this plan are easement interests in areas outside the fee property line.

The existing airport property in is primarily a combination of aviation and agricultural/open space, with some space reserved for future general aviation and aviation related commercial/industrial development. The major portions of development include the FBO area, T-Hangar area, corporate lots, and runway and taxiway expansion.

CHANDLER MUNICIPAL AIRPORT

Airport Master Plan *Chandler, Arizona*

AIRPORT LAYOUT PLAN SET
SHEET INDEX

1. AIRPORT LAYOUT PLAN
2. TERMINAL AREA PLANS
3. PART 77 AIRSPACE PLAN
4. APPROACH ZONES PROFILES
5. RUNWAY PROTECTION ZONE PLAN and PROFILE RUNWAY 4R
6. RUNWAY PROTECTION ZONE PLAN and PROFILE RUNWAY 22L
7. RUNWAY PROTECTION ZONE PLANS and PROFILES RUNWAY 4L-22R
8. ON-AIRPORT LAND USE PLAN
9. AIRPORT PROPERTY MAP

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Airport Consultants

RUNWAY DATA

	RUNWAY 4R-22L		RUNWAY 4L-22R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	C/D-II	B-II	SAME
RUNWAY AZIMUTH	49.70111	SAME	49.70111	SAME
RUNWAY BEARING	N49°42'04"E	SAME	N49°42'04"E	SAME
RUNWAY DIMENSIONS	4860' x 75'	8,800' x 100'	4395' x 75'	SAME
MAXIMUM RUNWAY ELEVATION (above MSL)	EL. 1242.2	EL. 1245.0	EL. 1232.2	SAME
WIND COVERAGE (12 mph/15 mph)	12 MPH 98.02% / 15 MPH 99.88%		12 MPH 98.02% / 15 MPH 99.88%	
APPROACH VISIBILITY MINIMUMS	>1 MILE/ >1 MILE	1/2-MILE, 3/4-MILE	>1 MILE/ >1 MILE	SAME
FAR PART 77 CATEGORY	VISUAL/VISUAL	PRECISION/NONPREC.	VISUAL/VISUAL	SAME
RUNWAY INSTRUMENTATION	VISUAL/VISUAL	GPS	VISUAL/VISUAL	SAME
RUNWAY APPROACH SURFACES	20:1/20:1	50:1/ 34:1	20:1/20:1	SAME
RUNWAY THRESHOLD DISPLACEMENT	NONE	SAME	NONE	SAME
RUNWAY STOPWAY	80' (BOTH ENDS)	NONE	NONE	SAME
RUNWAY SAFETY AREA (RSA)	5450' x 150'	8,800' x 500'	4995' x 150'	SAME
RSA DISTANCE BEYOND EACH RUNWAY END	300'	1,000'	300'	SAME
RUNWAY OBSTACLE FREE ZONE	5250' x 250'	7,200' x 400'	4795' x 250'	SAME
RUNWAY OBJECT FREE AREA	5460' x 500'	8,900' x 800'	4995' x 600'	SAME
TAKEOFF RUN AVAILABLE (TORA)	4860'/4850'	6,800'/6,800'	4395'/4395'	SAME
TAKEOFF DISTANCE AVAILABLE (TODA)	4860'/4850'	6,800'/6,800'	4395'/4395'	SAME
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4860'/4850'	6,800'/6,800'	4395'/4395'	SAME
LANDING DISTANCE AVAILABLE (LDA)	4860'/4850'	6,800'/6,800'	4395'/4395'	SAME
RUNWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT SURFACE TREATMENT	NONE	SAME	NONE	SAME
PAVEMENT STRENGTH (in thousand lbs.)[1]	30(S)	60 (D)	12.5(S)	SAME
RUNWAY EFFECTIVE GRADIENT (in %)	0.16%	SAME	0.18%	SAME
RUNWAY MARKING	NONPREC./VISUAL	PRECISION/NONPREC.	VISUAL/VISUAL	SAME
RUNWAY LIGHTING	MIRL	HIRL	MIRL	SAME
RUNWAY APPROACH LIGHTING	NONE	MALSR (4R)	NONE	SAME
TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME
TAXIWAY MARKING	CENTERLINE/EDGE	SAME	CENTERLINE/EDGE	SAME
NAVIGATIONAL AND VISUAL AIDS	NDB PAPI-4 (Both Ends) REIL (Both Ends)	GPS (4R CAT 1) SAME	VOR/GPS VASI-2 (Both Ends)	GPS SAME

[1] Pavement strengths are expressed in Single(S) and Dual(D) wheel loading capacities.

RUNWAY END COORDINATES (NAD 83)

		EXISTING	ULTIMATE
RUNWAY 4R	Latitude	33° 15' 56.674" N	33° 15' 53.469" N
	Longitude	111° 48' 50.901" W	111° 48' 55.387" W
RUNWAY 22L	Latitude	33° 16' 27.754" N	33° 16' 37.049" N
	Longitude	111° 48' 07.389" W	111° 47' 54.373" W
RUNWAY 4L	Latitude	33° 15' 50.807" N	SAME
	Longitude	111° 49' 11.831" W	SAME
RUNWAY 22R	Latitude	33° 16' 18.978" N	SAME
	Longitude	111° 48' 32.403" W	SAME

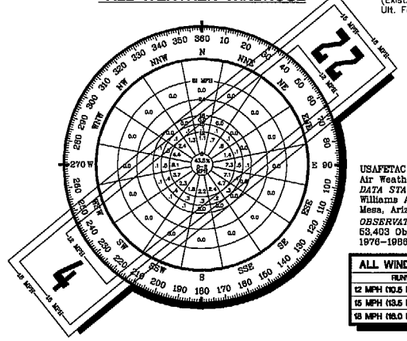
EXISTING BUILDINGS/FACILITIES

NO.	DESCRIPTION	ULT. DISPOSITION
1	TERMINAL/ADMINISTRATION BUILDING	Unchanged
2	AIRPORT TRAFFIC CONTROL TOWER (ATCT) & ROTATING BEACON	Unchanged
3	FIXED BASE OPERATION HANGAR	3A, 3B To Be Relocated
4	SHADE HANGAR	Unchanged
5	T-HANGAR	Unchanged
6	UNDERGROUND FUEL STORAGE FACILITY	Unchanged
7	HELIPORT	To Be Relocated
8	NDB/AWOS SITE	Remove/Relocate
9	FUEL FACILITY	Unchanged
10	OLD TERMINAL BUILDING	To Be Removed

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIATION EASEMENT (if applicable)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (Source: Digital Survey Data)
		WIND INDICATOR (Lighted)

ALL WEATHER WINDROSE



USAFETAC
Air Weather Service (MAC)
DATA STATION:
Williams Air Force Base
Mesa, Arizona
OBSERVATIONS:
53,403 Observations
1976-1985

ALL WIND COVERAGE	
RUNWAY 4-22	
12 MPH (10.5 KNOTS)	98.02%
15 MPH (13.5 KNOTS)	99.88%
18 MPH (16.0 KNOTS)	99.96%

AIRPORT DATA

CHANDLER MUNICIPAL AIRPORT (CHD)

CITY: CHANDLER, ARIZONA — COUNTY: MARICOPA
RANGE: 5 EAST — TOWNSHIP: 2 SOUTH — CIVIL TOWNSHIP: ---

		EXISTING	ULTIMATE
NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS) SERVICE LEVEL		RELIEVER (RL)	SAME
AIRPORT REFERENCE CODE		B-II	C/D-II
DESIGN AIRCRAFT		BEECH KING AIR	Gulfstream-IV
AIRPORT ELEVATION (above MSL)		1243 MSL	1245 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		105.8° (July)	SAME
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33°16'08.80"N	33° 16' 11.047" N
	Longitude	111°48'40.20"W	111° 48' 35.947" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		ROTATING BEACON	SAME
		ATCT	SAME
		VOR/GPS (Rwy. 4L)	GPS (4R-CAT 1)
		AWOS	SAME
		NDB (Rwy. 4R)	AWOS

⚠ NDB and VOR will eventually be phased out (circa 2020), in accordance with the 1999 revison of the "Federal Radionavigation Plan".

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
–	–	–	–	–

ULTIMATE BUILDINGS/FACILITIES

NO.	DESCRIPTION
20	CORPORATE PARCEL
21	T-HANGAR (10 units)
22	EXECUTIVE HANGAR
23	T-HANGAR (14 units)
24	FATO (FINAL APPROCH and TAKEOFF AREA)
25	HELICOPTER PARKING PADS
26	FBO OFFICE (MODULAR BUILDING)
27	CONVENTIONAL HANGERS

NOTE

The Topographical Base for Chandler Airport ALP was created by Cooper Aerial of Phoenix, Inc. using Ground Survey, Flight Survey, and Analytics. (Date:01-28-1997)

SUBMITTED BY: Coffman Associates — DATE :

FOR APPROVAL BY:
CITY OF CHANDLER

APPROVED BY: — DATE :

JAY TIBSHRAENY
Mayor

FAA APPROVAL STAMP

VIEW
2X SCALE

VICINITY/LOCATION MAP

SCALE IN MILES

MAGNETIC VARIANCE
12.25° E (NOVEMBER 1999)
RATE OF CHANGE: 0.25° W

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D
1	ALP – Revalidated	12-10-99	--	F.A.A.
2	ALP – Revalidated	9-23-94	--	F.A.A.
3	ALP – Conditional Approval	4-10-92	--	F.A.A.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHANDLER MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

Chandler, Arizona

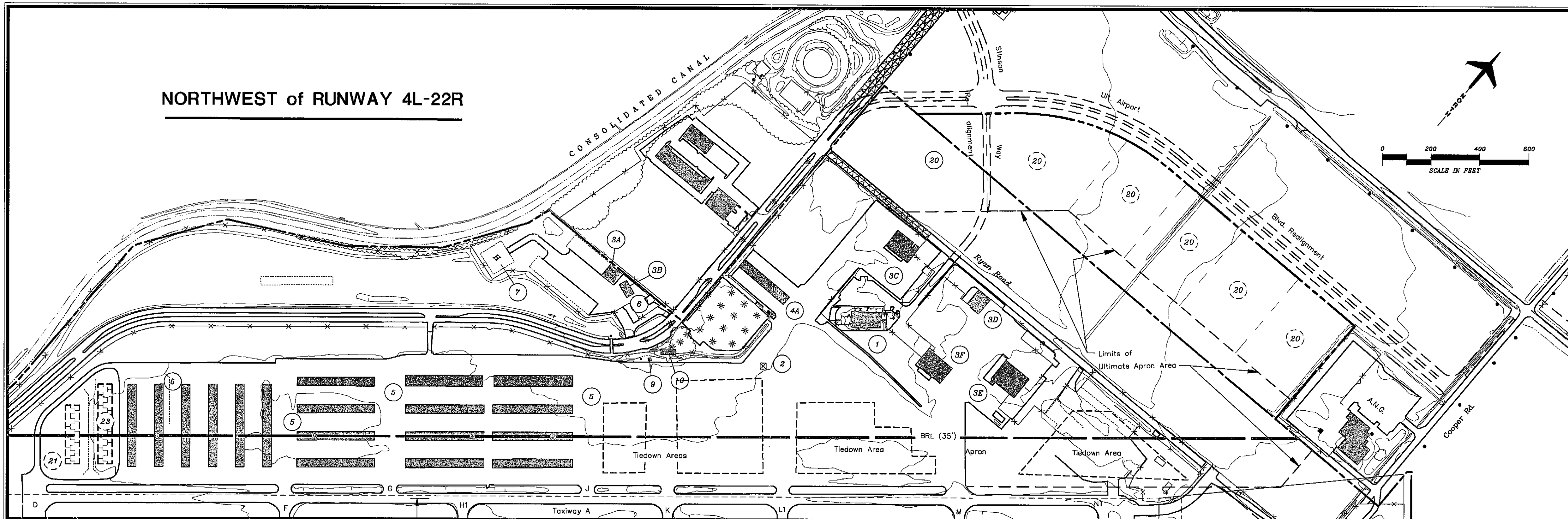
PLANNED BY: Mike W. Dreyfuss
DETAILED BY: Larry D. Johnson/M. J. Rogers
APPROVED BY: James M. Harris, P.E.

February 10, 2000 — SHEET 1 OF 9

Coffman Associates
Airport Consultants

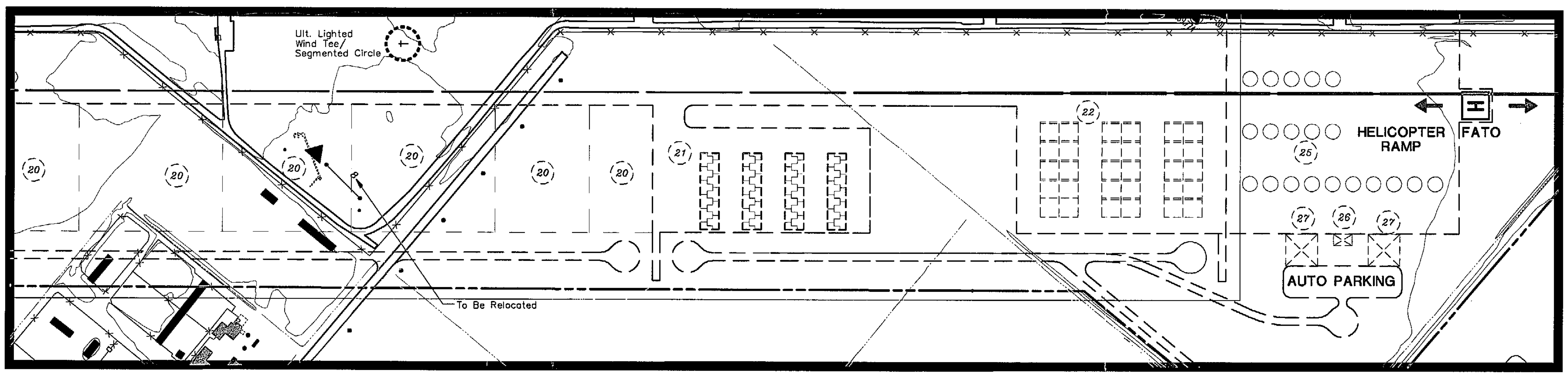
Coffman Associates 04ALP.dwg 02-10-2000 13:53

NORTHWEST of RUNWAY 4L-22R



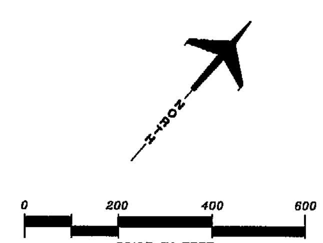
LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
34 35 / 3 2		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHY (source)
		WIND INDICATOR (Lighted)

SOUTHEAST of RUNWAY 4R-22L



EXISTING BUILDINGS/FACILITIES		
NO.	ELEVATION	DESCRIPTION
1		TERMINAL/ADMINISTRATION BUILDING
2		AIRPORT TRAFFIC CONTROL TOWER (ATCT)
3		FIXED BASE OPERATION HANGAR
4		SHADE HANGAR
5		T-HANGAR
6		UNDERGROUND FUEL STORAGE FACILITY
7		HELIPORT
8		NDB/AWOS SITE
9		FUEL FACILITY
10		OLD TERMINAL BUILDING

ULTIMATE BUILDINGS/FACILITIES	
NO.	DESCRIPTION
20	CORPORATE PARCEL
21	T-HANGAR (10 units)
22	EXECUTIVE HANGAR
23	T-HANGAR (14 units)
24	FATO (FINAL APPROACH and TAKEOFF AREA)
25	HELICOPTER PARKING PADS
26	FBO OFFICE (MODULAR BUILDING)
27	CONVENTIONAL HANGERS



No.	REVISIONS	DATE	BY	APP'D.
⚠	-	-	-	-

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHANDLER MUNICIPAL AIRPORT

TERMINAL AREA PLANS

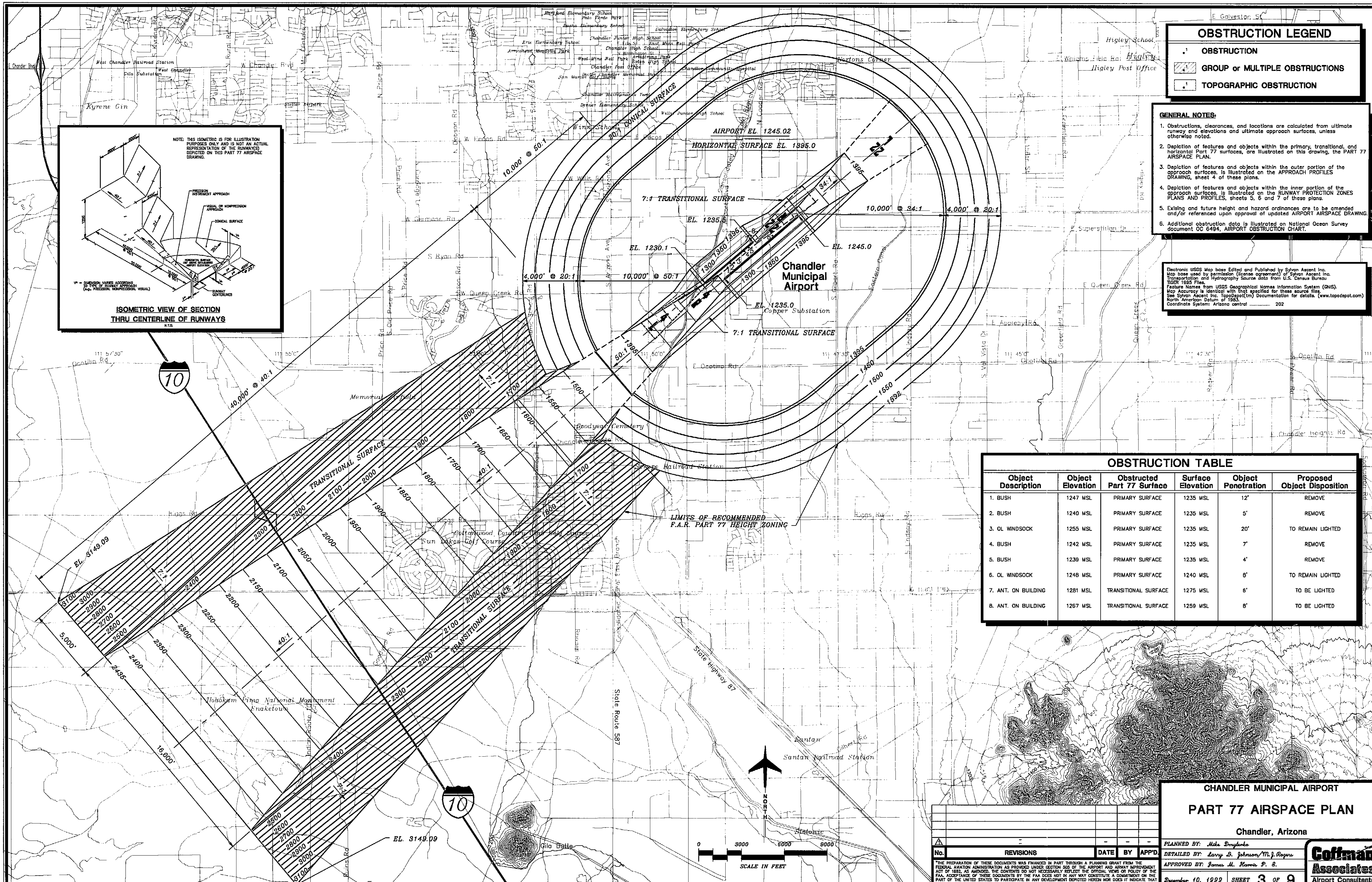
Chandler, Arizona

PLANNED BY: Mike Dmyterko
DETAILED BY: Larry D. Johnson/M. J. Rogers
APPROVED BY: James M. Harris, P.E.

September, 13 1999 SHEET 2 OF 9

Coffman Associates
Airport Consultants

Coffman Associates chd-tap.dwg 09-13-1999 16:28



ISOMETRIC VIEW OF SECTION THRU CENTERLINE OF RUNWAYS

N.T.S.

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, are illustrated on this drawing, the PART 77 AIRSPACE PLAN.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH PROFILES DRAWING, sheet 4 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the RUNWAY PROTECTION ZONES PLANS AND PROFILES, sheets 5, 6 and 7 of these plans.
5. Exising and future height and hazard ordinances are to be amended and/or referenced upon approval of updated AIRPORT AIRSPACE DRAWING.
6. Additional obstruction data is illustrated on National Ocean Survey document OC 6494, AIRPORT OBSTRUCTION CHART.

Electronic USGS Map base Edited and Published by Sylvan Ascent Inc.
Map base used by permission (license agreement) of Sylvan Ascent Inc.
Transportation and Hydrography Source data from U.S. Census Bureau TIGER 1995 Files.
Feature Names from USGS Geographical Names Information System (GNIS).
Map Accuracy is identical with that specified for these source files.
See Sylvan Ascent Inc. TopoDepot(tm) Documentation for details. (www.topodepot.com)
North American Datum of 1983.
Coordinate System: Arizona central 202

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. BUSH	1247 MSL	PRIMARY SURFACE	1235 MSL	12'	REMOVE
2. BUSH	1240 MSL	PRIMARY SURFACE	1235 MSL	5'	REMOVE
3. OL WINDSOCK	1255 MSL	PRIMARY SURFACE	1235 MSL	20'	TO REMAIN LIGHTED
4. BUSH	1242 MSL	PRIMARY SURFACE	1235 MSL	7'	REMOVE
5. BUSH	1239 MSL	PRIMARY SURFACE	1235 MSL	4'	REMOVE
6. OL WINDSOCK	1248 MSL	PRIMARY SURFACE	1240 MSL	8'	TO REMAIN LIGHTED
7. ANT. ON BUILDING	1281 MSL	TRANSITIONAL SURFACE	1275 MSL	6'	TO BE LIGHTED
8. ANT. ON BUILDING	1267 MSL	TRANSITIONAL SURFACE	1259 MSL	8'	TO BE LIGHTED

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

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CHANDLER MUNICIPAL AIRPORT

PART 77 AIRSPACE PLAN

Chandler, Arizona

PLANNED BY: Mike Dmytenko
DETAILED BY: Larry D. Johnson/M.J. Rogers
APPROVED BY: James M. Harris P. E.
December 10, 1999 SHEET 3 OF 9

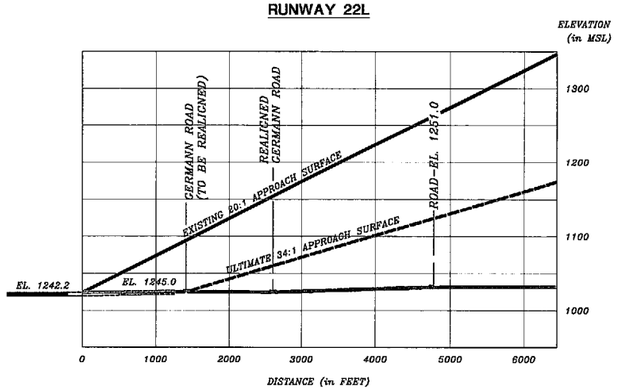
Coffman Associates Airport Consultants

Coffman Associates chd-pt77.dwg 12-10-1999 16:29

RUNWAY 4R

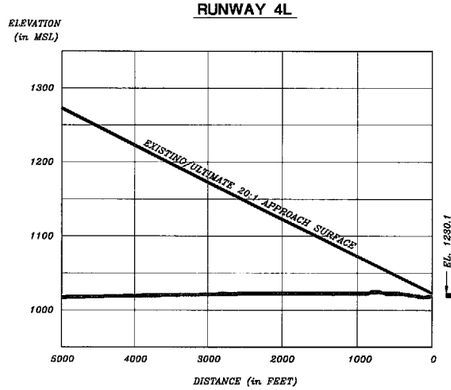
RUNWAY 4R PRECISION APPROACH ZONE PROFILES

RUNWAY 22L

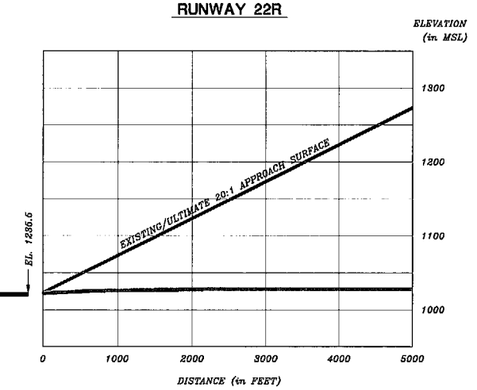


RUNWAY 22L APPROACH ZONE PROFILE

RUNWAY 4L



RUNWAY 22R



RUNWAY 4L-22R APPROACH ZONES PROFILES

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NO OBSTRUCTIONS NOTED					

VERTICAL SCALE 0 100 200 300 — SCALE IN FEET

HORIZONTAL SCALE 0 1000 2000 3000 — SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
1	-	-	-	-

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CHANDLER MUNICIPAL AIRPORT

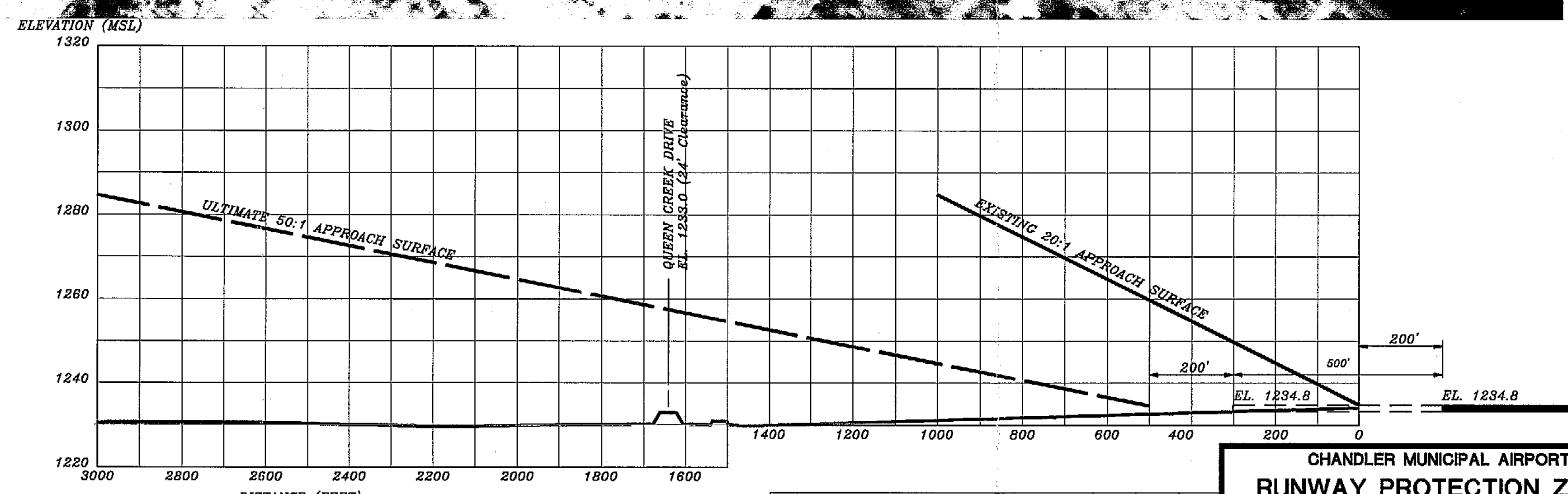
APPROACH ZONE PROFILES

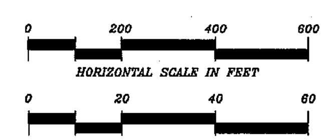
Chandler, Arizona

PLANNED BY: Mike Dreyfuss
DETAILED BY: Larry S. Johnson/M. J. Rogers
APPROVED BY: James M. Havens, P.E.
December 13, 1999 SHEET 4 OF 9

Coffman Associates — Airport Consultants

Coffman Associates CAD-acp.dwg 12-13-1999 09:23





No.	REVISIONS	DATE	BY	APP'D.
⚠	–	–	–	–

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CHANDLER MUNICIPAL AIRPORT

RUNWAY PROTECTION ZONE PLAN and PROFILE RUNWAY 4R

Chandler, Arizona

PLANNED BY: Mike Dmyterko
DETAILED BY: Larry D. Johnson/M. J. Rogers
APPROVED BY: James M. Harris, P.E.

December 13, 1999 SHEET 5 OF 9

Coffman Associates
Airport Consultants

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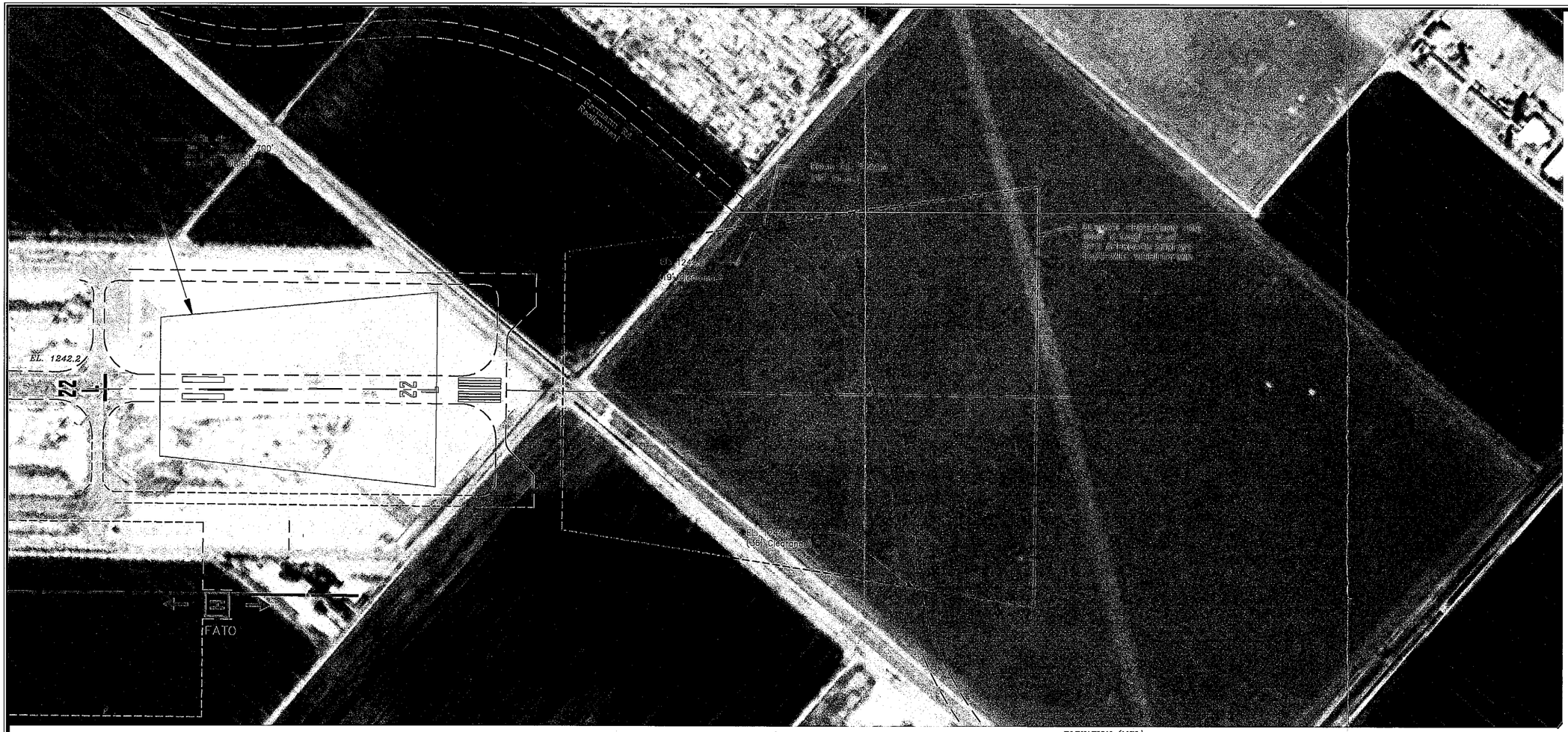

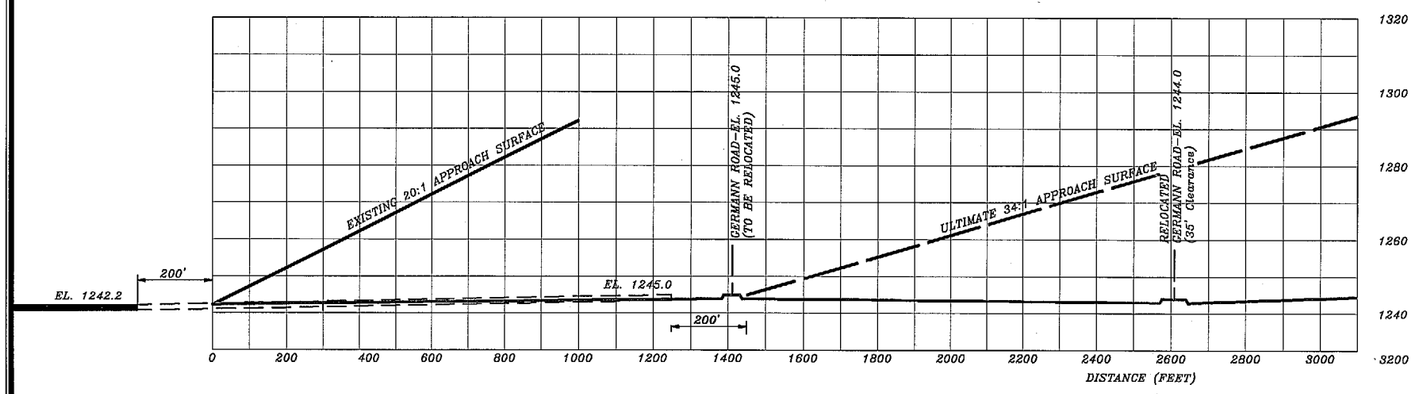

0 200 400 600
HORIZONTAL SCALE IN FEET

0 20 40 60
VERTICAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
⚠	-	-	-	-

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CHANDLER MUNICIPAL AIRPORT

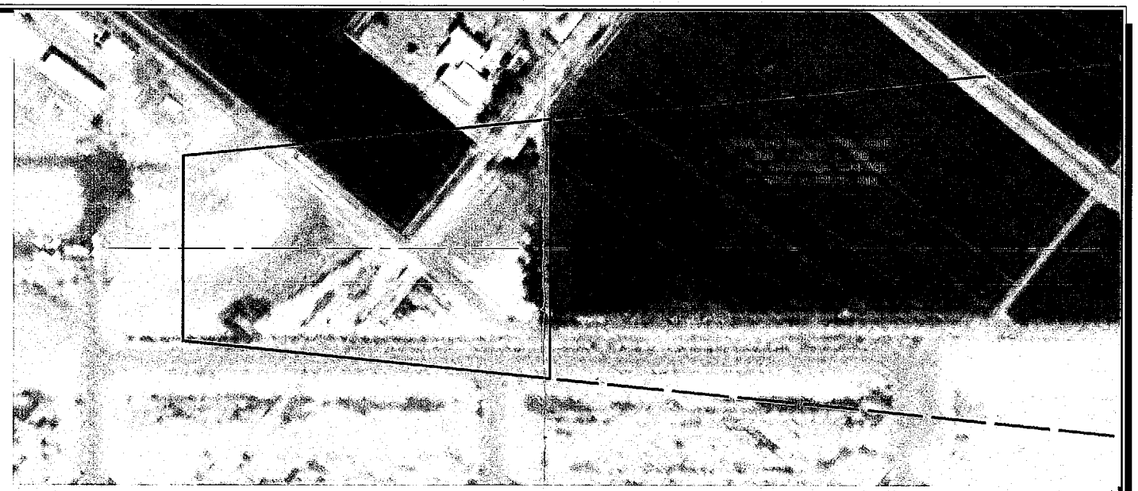
RUNWAY PROTECTION ZONE PLAN and PROFILES RUNWAY 22L

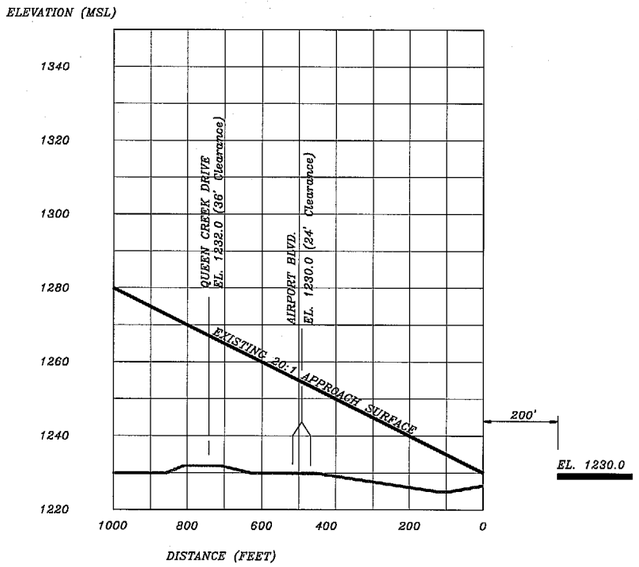
Chandler, Arizona

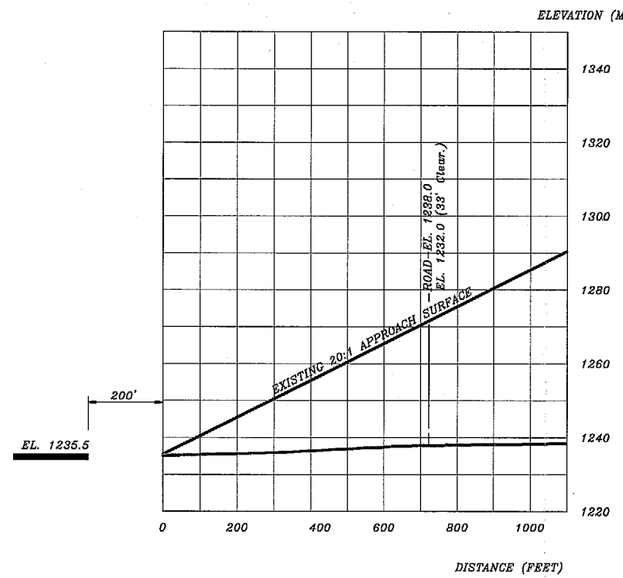
PLANNED BY: Mike Dmytenko
DETAILED BY: Larry D. Johnson/M.J. Rogers
APPROVED BY: James M. Harris, P.E.
December 13, 1999 | SHEET 6 OF 9

Coffman Associates
Airport Consultants

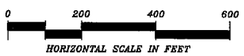
Coffman Associates ch22pz.dwg 12-13-1999 10:15







RUNWAY 4L-22R PROTECTION ZONES and PROFILES



No.	REVISIONS	DATE	BY	APP'D.
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CHANDLER MUNICIPAL AIRPORT

RUNWAY PROTECTION ZONES PLANS and PROFILES RUNWAY 4L-22R

Chandler, Arizona

PLANNED BY: Mike Dreyfuss

DETAILED BY: Larry D. Johnson/ M.J. Rogers

APPROVED BY: James M. Harris, P.E.

December 13, 1999 | SHEET 7 OF 9

Coffman Associates
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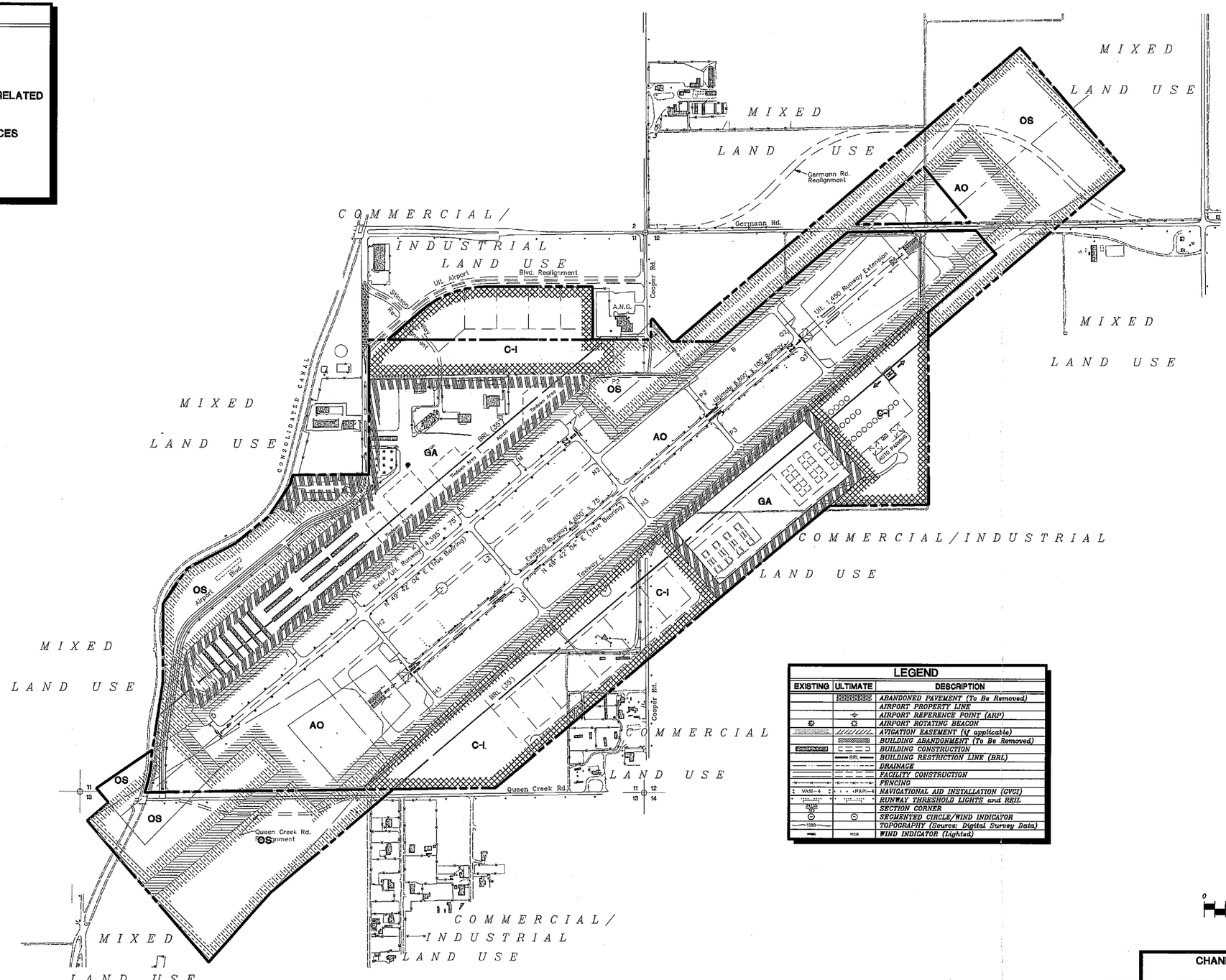
Coffman Associates dwg12SPZ.dwg 12-13-1999 11:23

ON AIRPORT LAND USE LEGEND

- AO — AIRFIELD OPERATIONS AREA (±258 acres)
- C-I — COMMERCIAL/INDUSTRIAL AVIATION RELATED (±126 acres)
- GA — GENERAL AVIATION TERMINAL/SERVICES (±83 acres)
- OS — OPEN SPACE/AGRICULTURAL (±160 acres)



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVCI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1380		TOPOGRAPHY (Source: Digital Survey Data)
		WIND INDICATOR (Lighted)

NORTH

0 500 1000 1500

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	-	-	-	-

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CHANDLER MUNICIPAL AIRPORT

AIRPORT LAND USE PLAN

Chandler, Arizona

PLANNED BY: Mike W. Dmytenko
DETAILED BY: Larry B. Johnson/M. J. Rogers
APPROVED BY: James M. Hawks, P.E.
December 13, 1999 SHEET 8 OF 9

Coffman Associates Airport Consultants

Coffman Associates CAD/LUP.dwg 12-13-1999 15:23

KEY:

Existing Airport Property

Property To Be Acquired (±143 Acres)

Parcel Boundary

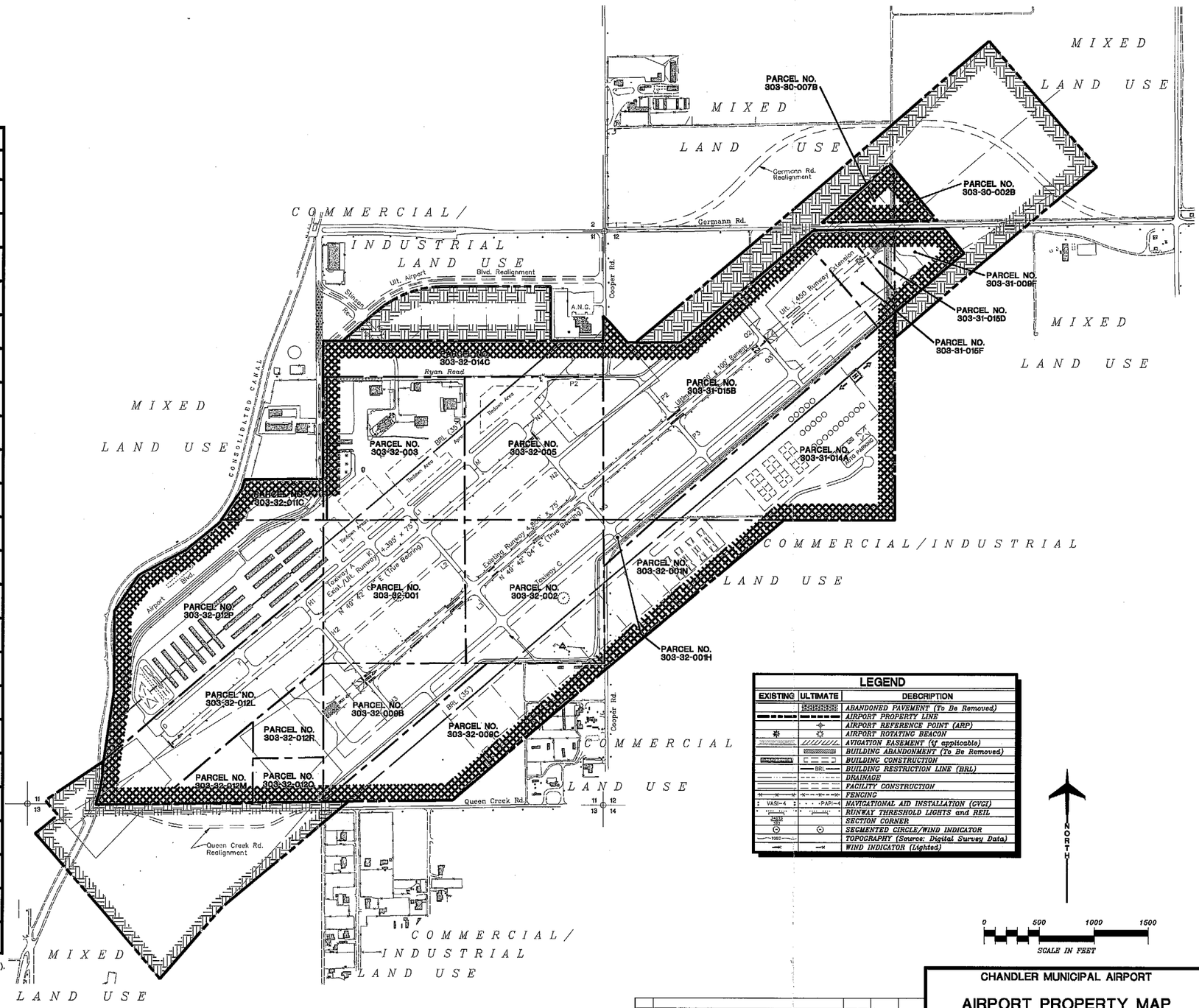
Deed Recording Information (County Assessor - Maricopa County, AZ)

Owner: Parcel Number:	Acreage		Recording Information	Grantor/Deed Type	FAAP/ADAP/AIP NUMBER GRANT ACCEPTANCE ⚠
City of Chandler 303-32-001	±40	7-9-1948	Docket: 241 Page: 473 Book: 303 to 475 Map: 32 Parcel: 001	State of Arizona/ Warranty	FAAP 9-02-008-6604 7-14-1959
City of Chandler 303-32-002	±40	7-9-1948	Docket: 241 Page: 473 Book: 303 to 475 Map: 32 Parcel: 002	State of Arizona/ Warranty	FAAP 9-02-008-6604 7-14-1959
City of Chandler 303-32-003	±40	7-9-1948	Docket: 241 Page: 473 Book: 303 to 475 Map: 32 Parcel: 003	State of Arizona/ Warranty	FAAP 9-02-008-6504 7-14-1959
City of Chandler 303-32-005	±40	7-9-1948	Docket: 241 Page: 473 Book: 303 to 475 Map: 32 Parcel: 005	State of Arizona/ Warranty	FAAP 9-02-008-6604 7-14-1959
City of Chandler 303-32-009B	21.043	3-31-1988	Ref. #: 88 150742 Book: 303 Map: 32 Parcel: 009B	John Demetria LTD./ Warranty	AIP-3-04-0008-04 8-25-1987
City of Chandler 303-32-009C	35.702	1-26-1994	Ref.#: 94 0066751 Book: 303 Map: 32 Parcel: 009C	Airpark Associates LTD. Liability Company/ Warranty	AIP-3-04-0008-09 9-23-1993
City of Chandler 303-32-011C	6.625	3-3-1988	Ref.#: 86 101579 Book: 303 Map: 32 Parcel: 011C	Rossevelt Water Conservation District/ Warranty	--
City of Chandler 303-32-012L	35.3	2-5-1975	Docket: 11023 Page: 190 Book: 303 to 191 Map: 32 Parcel: 012L	Rossevelt Water Conservation District/ Warranty	AIP-3-04-0008-01 9-24-1984
City of Chandler 303-32-012M	7.4	8-6-1987	Ref.#: 87 499012 Book: 303 Map: 32 Parcel: 012M	Queen Creek Trust/ Warranty	AIP-3-04-0008-03 9-26-1986
City of Chandler 303-32-012P	50	3-3-1988	Ref.#: 86 101579 Book: 303 Map: 32 Parcel: 012P	Rossevelt Water Conservation District/ Warranty	--
City of Chandler 303-32-012Q	6	1-27-1975	Docket: 11009 Page: 175 Book: 303 to 176 Map: 32 Parcel: 012Q	D.J. Patterson/Warranty	AIP-3-04-0008-07 7-25-1991
City of Chandler 303-32-012R	8.914	1-27-1975	Docket: 11009 Page: 177 Book: 303 to 178 Map: 32 Parcel: 012R	Varga/Warranty	ADAP-5-04-0008-02 9-30-1978
City of Chandler 303-32-014C	19.535	1-4-1993	Ref.#: 93 0000184 Book: 303 Map: 32 Parcel: 014C	D.W. Patterson/Warranty	AIP-3-04-0008-06 5-18-1989
City of Chandler 303-31-001H	1.464	11-2-1987	Ref.#: 87 666054 Book: 303 Map: 31 Parcel: 001H	Spitler/Warranty	AIP-3-04-0008-03 9-25-1986
City of Chandler 303-31-001N	22.076	9-12-1994	Ref.#: 94 0672607 Book: 303 Map: 31 Parcel: 001N	R & E Farms/ Special Warranty Deed	AIP-3-04-0008-08 6-25-1992
City of Chandler 303-31-009F	6.791	6-10-1988	Ref.#: 88 282164 Book: 303 Map: 31 Parcel: 009F	Chandler Airpark Limited Partenership/Warranty	AIP-3-04-0008-04 8-25-1987
City of Chandler 303-31-014A	46.592	6-11-1993	Ref.#: 93 0370306 Book: 303 Map: 31 Parcel: 014A	D.W. Patterson/Warranty	AIP-3-04-0008-08 6-25-1992
City of Chandler 303-31-015B	70	9-2-1988	Ref.#: 88 437911 Book: 303 Map: 31 Parcel: 015B	D.W. Patterson/Warranty	AIP-3-04-0008-04/05 8-25-1987 - 6-23-1988
City of Chandler 303-31-015D	3	8-31-1990	Ref.#: 90 394579 Book: 303 Map: 31 Parcel: 015D	D.W. Patterson/Warranty	AIP-3-04-0008-06 5/18/1989
City of Chandler 303-31-015F	6.719	8-31-1990	Ref.#: 90 394580 Book: 303 Map: 31 Parcel: 015F	D.W. Patterson/Warranty	AIP-3-04-0008-06 5-18-1989
City of Chandler 303-30-002B	2.349	7-7-1988	Ref.#: 88 330730 Book: 303 Map: 30 Parcel: 002B	Exeter Real Estate investors/Warranty	AIP-3-04-0008-04 8-25-1987
City of Chandler 303-30-007B	4.16	7-22-1988	Ref.#: 88 360384 Book: 303 Map: 30 Parcel: 007B	D.W. Patterson/Warranty	AIP-3-04-0008-05 6-23-1988
Total Acreage	**±513.671**		Note: The total acreage shown in this table is the cumulative sum of the above described parcels, whose acreages were obtained from legal descriptions and other legal documents obtained through the title search, referred to in the "Notice" block.		

⚠ Existing Grant Acceptance information was obtained from FAA letter regarding "Land Acquisition" under AIP 3-04-0008-09 (dated April 17, 1997).

NOTICE

Unless otherwise specified, the deed recording information presented on this map was obtained through a property title search which was conducted by Capital Title Agency Inc. at the request of Coffman Associates Inc. This title search, utilizing the most up-to-date information and resources of both Capital Title Agency and the Maricopa County Recorders Office, was performed during the months of September and October 1999. All property description information contained herein is a matter of public record and is also available for review by the general public through the offices of the Maricopa County Recorder. Coffman Associates Inc. makes no warranty as to the accuracy or completeness of this information.



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING ABANDONMENT (To Be Removed)
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION (GVGI)
		RUNWAY THRESHOLD LIGHTS and REIL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
1982		TOPOGRAPHY (Source: Digital Survey Data)
		WIND INDICATOR (Lighted)

NORTH

0 500 1000 1500

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D
⚠	ALP - Revalidated	9-23-94	--	F.A.A.
⚠	ALP - Conditional Approval	4-10-92	--	F.A.A.

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CHANDLER MUNICIPAL AIRPORT

AIRPORT PROPERTY MAP

Chandler, Arizona

PLANNED BY: Mike W. Dmytrenko

DETAILED BY: Larry D. Johnson/M. J. Rogers

APPROVED BY: James M. Harris, P.E.

January 25, 2000 | SHEET 9 OF 9

Coffman Associates Airport Consultants

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